

Editorial JOURNAL BOX ...

EDITORIAL

Slowly but surely I am catching up with the deadlines, and getting the Journals back to the right issue time.

I must apologise to the Branch Reporters and other contributors for becoming behind schedule and mixing them up. Branch Reporters - please have your copy in my hands near to the first of the month prior to the issue it is to appear in. If you stick to this schedule, I will not have to chase you or omit your copy.

As I mentioned last issue, I am still short of copy, and am trying my best to fill Journal with reprints, which I hope are of interest to all.

I do not know if we will see Journal 109, as some of the copy has gone missing, and I cannot find the originals. However, what copy we have is being reprinted in the current journals.

Rex Little

ON THE COVER

A photorun during the New Zealand Convention.

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THE SECRETARY'S DESK



Well this Secretary has been doing some roving, mainly attending a convention and two exhibitions, and holidaying in between events.

Firstly I went to Melbourne, and spent an enjoyable time meeting old friends and having a good old talking session, as well as watching the trains go by. There were several new layouts to examine this time, and I nominated the Great Northern Model Railway, presented by the Golding and Hoare families, for the award from the N.S.W. Branch (yet to be received). One thing noticeable is that most of the Trade stands had some form of operating layout, a factor which acts as a crowd puller. All other Branches take note.

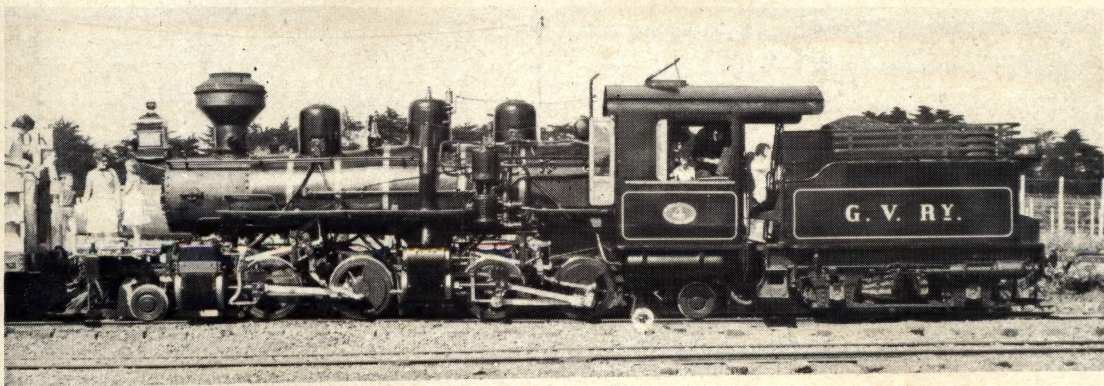
All in all it was a well organised and presented exhibition. Organisers, take a bow!

Before arriving at Melbourne, and on the return journey, I spent some time working on an 8' x 4' layout for a nephew (at last report it was working well). I arrived home in time to head off to Auckland to the N.Z.A.M.R.C. Convention.

There were 15 starters from Australia, practically all from A.M.R.A., and none were disappointed at the reception, organisation and programme presented. We all had to make up our minds on just what we wanted to see, as there was more than one thing on at a time.

There were three layout tours, involving 17 layouts. We were able to fit in two, and these alone made the trip worthwhile. Modellers in N.Z. have not had it as easy as we have over here, due to import restrictions. As a consequence, they have had to do their own thing, as it were, and a mighty fine job they have done, although there is a better supply of imported equipment these days. Their modelling is of a very high standard, and the scenic side would be hard to beat.

The trip and inspection of the Glenbrook Railway - wow!!, only a colour photograph could do justice to the colour and condition of the locomotives and rolling stock. The 2-4-2 Mallet is a beauty. Even the workshops have been given the same spic and span treatment.



The 2-4-2 Mallet of the Glenbrook Railway, New Zealand

Jack Parker and I made two visits to the Museum of Technology and Transport, you name it and it is there.

There were films, clinics, a silent auction, plus competitions, and a busy time was had by all. One thing that sticks in my memory is food galore and a mighty banquet on Sunday night. I can only advise members to save their coin and make Christchurch N.Z. Easter 1979 a goal. (No, I am not getting a cut rate for this plug.) There were over 450 at Auckland last Easter.

After a whirlwind tour of the North Island, I came home and then headed north to Brisbane. The purpose of this visit was to take in Queensland Branch's first Model Railway Exhibition, as distinct from the Hobby Week show in November.

All in all, for a first, it was a pretty good effort. From the experience gained, especially in the matter of advertising over a wider field, the next one should attract more exhibitors and more of the public.

One observation though, it is plain that operators need to realise that they are putting on a show for the public, and not doing their own little thing. The paying customers want to see trains moving with as much variation as possible. Time and again I saw people move on whenever there was a scarcity of action, regardless of the quality of the exhibit. Remember that they are the ones who pay the rent.

If one depended on 'modellers' for support, a lot of whom only come to criticise, it would be sheer luck to meet the first day's expenses. Perhaps they may prove me wrong, and all the Sydney modellers may turn up at the Sydney Showground in droves to the N.S.W. Branch Exhibition in October. It will be held at the Showground, this year, as the Town Hall is restricted to a much smaller area than we need.

So far, we have only filled the vacancy for a Journal typist, in response to the advertisement for Staff in the

Jan/Feb issue of Journal. We have not yet received any concrete suggestions in regards to Journal, which is at present costing approximately 82¢ to put in your letter box. That leaves precious little out of your \$6.00 for administration, let alone any kick back to branches.

It is pretty certain that an increased joining fee will be in operation from 1st September. If you have read the President's letter in Issue 127, you will have seen the reasons outlined.

We do our best to keep down costs, but have no control on the prices we have to pay for anything we buy.

How about having a think about it, and then drop me a line with any comments you might have.

Norm Read
Federal Secretary



How much do I pay for it?

STARTING IN "N" GAUGE

by Garry Pendlebury

(PHOTOS BY AUTHOR)

I hope this article will provide useful information on getting started in N. This information has been compiled from Hobby shop dealers, publications, and N Gauge enthusiasts. As there is quite a large range of equipment available I will deal with the main points worth considering.

BRANDS

Main brands available in Australia — Arnold, Atlas, Bachmann, Graham Farish, Lima, Mini-trains — MRC, Minitrix, . . . Peco and Sekisui all having standard N gauge couplers.

LAYOUTS

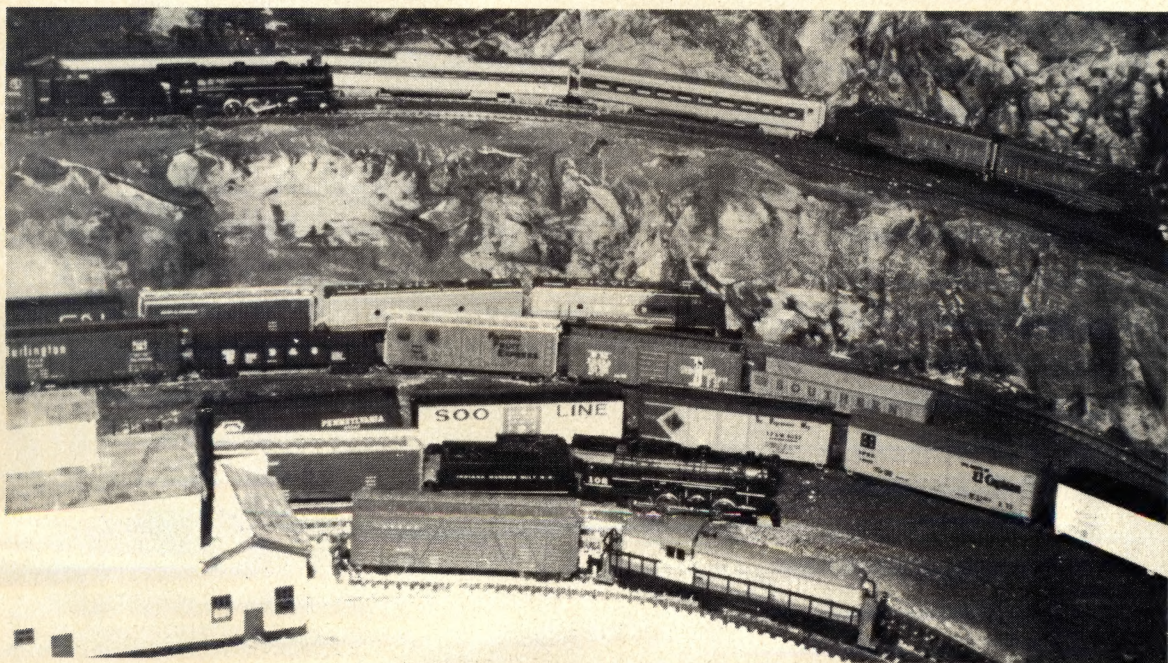
Although N Gauge can be fitted on a coffee table, trains are better viewed on curves of 14 inches or more around the wall layout. The height of the layout is for you to decide, some people like to view N gauge at eye level others prefer to look down onto the layout.

Most H.O. layouts can be duplicated in N with very few alterations. If you build a H.O. layout in N aim for half the size that is required on the plan.

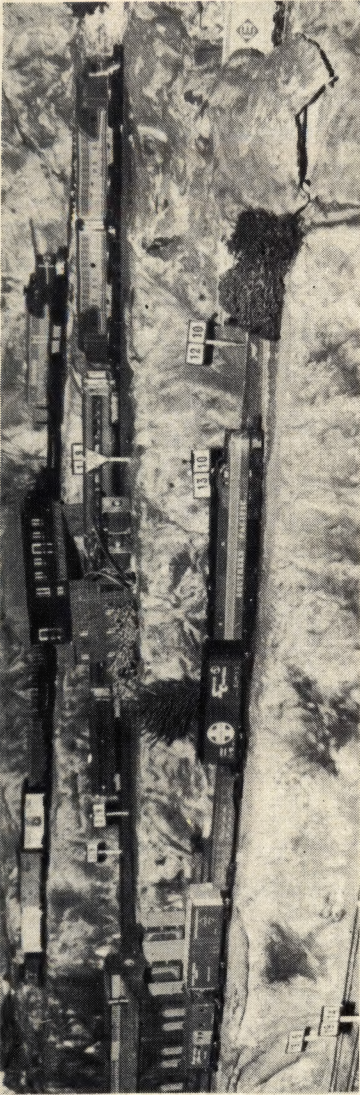
LOCO'S AND ROLLING STOCK

A wide selection of locomotives are available with an amazing amount of duplication of diesels. Steam Locomotives are generally more expensive with the exception of the cheaper short wheel base loco's and they have a tendency to stall over dead spots. Electric loco's are well detailed and most can be operated on catenary, or track. Make sure that your loco's wheels and moving parts are constantly kept clean. It is very important that there are spare parts available and that you don't over oil the locomotive. If you are not sure where to oil your locomotive, check with your dealer for advice.

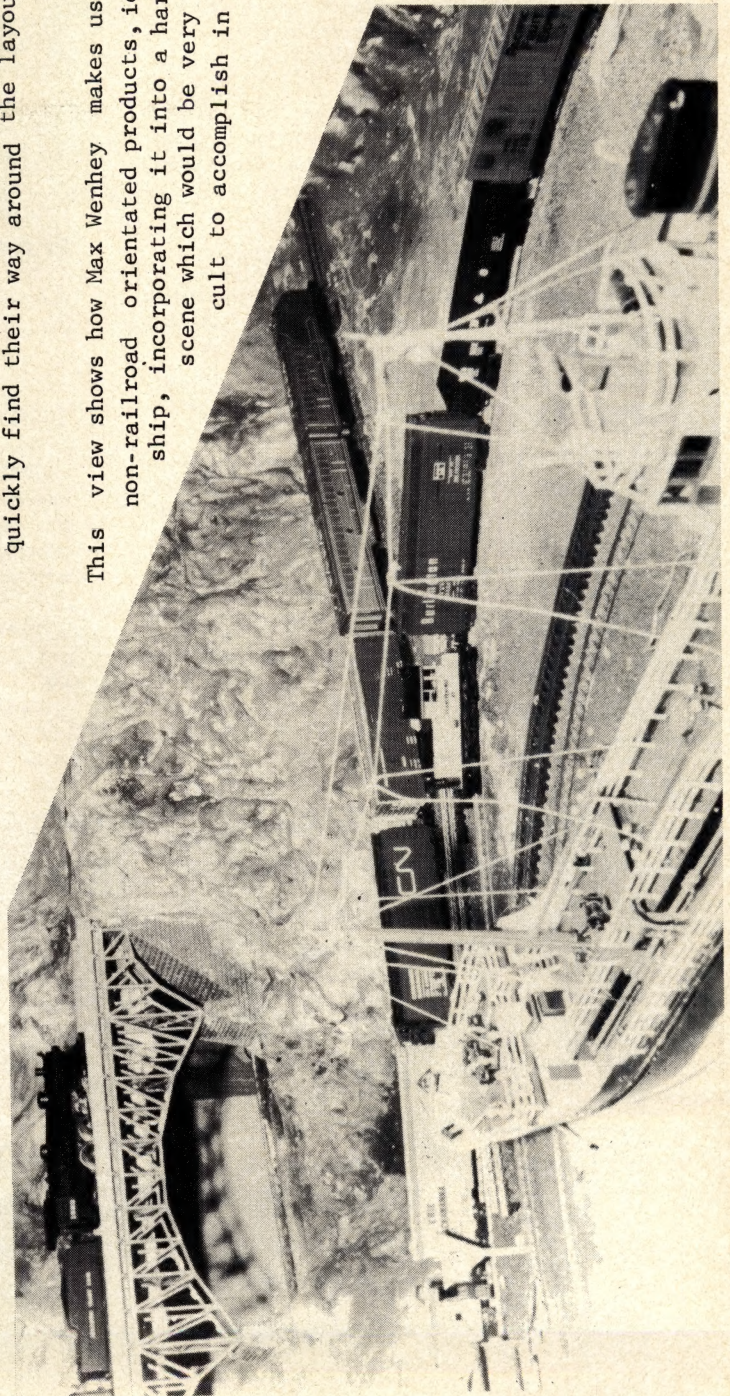
Rolling stock is available in American or European outlines to cover your particular interest. Always make sure that the wheels are free running as it will effect the length of your train if they roll poorly.



A busy scene of the wharf area, showing the variety of rolling stock and locomotives available in American prototypes in 'N'



This scene demonstrates the use of Max's system of numbering blocks and switch machines, thus enabling visiting 'train drivers' to quickly find their way around the layout



This view shows how Max Wenhey makes use of non-railroad orientated products, ie the ship, incorporating it into a harbour scene which would be very difficult to accomplish in 'HO'

TRACK AND POINTWORK

The care you take in selecting, laying and maintaining your track in good order will determine the success of operation on your layout.

SELECTION — Research the brands for track that reaches your requirements. One brand of N gauge track will not join easily with another eg. Peco - Lima. It would be worth the expense to use underlay as it reduces noise and keeps rail joints even.

LAYING — Care and patience is the key for success of your trackwork. Track joints are aligned and square and extra care being used on curves and the installing of points.

MAINTENANCE — An abrasive rubber and shellite go very well together in cleaning the rails. Dirt and oil on the track can cause stalling and jerky operation. Make sure that bits of fluff and dirt do not get into the moving parts of the points as derailments may occur.

CONTROL

A good control unit will give your Loco's a chance of always running at their best. Buy a controller to suit the operation you want from your layout. Fine variable resistance controllers are a popular source of control but I have found transistorised control the best suited for N gauge, but the choice is yours.

BUILDINGS

This area can be of great fun to you. Most buildings have good detail, all the parts can be easily joined. Most of the buildings are European, but with careful selection you can find your requirements.

It is worth a mention that Bachmann produce buildings pre-assembled. Brands that specialize in buildings are Faller, Kibri, Pola and Vollmer.

BRIDGES

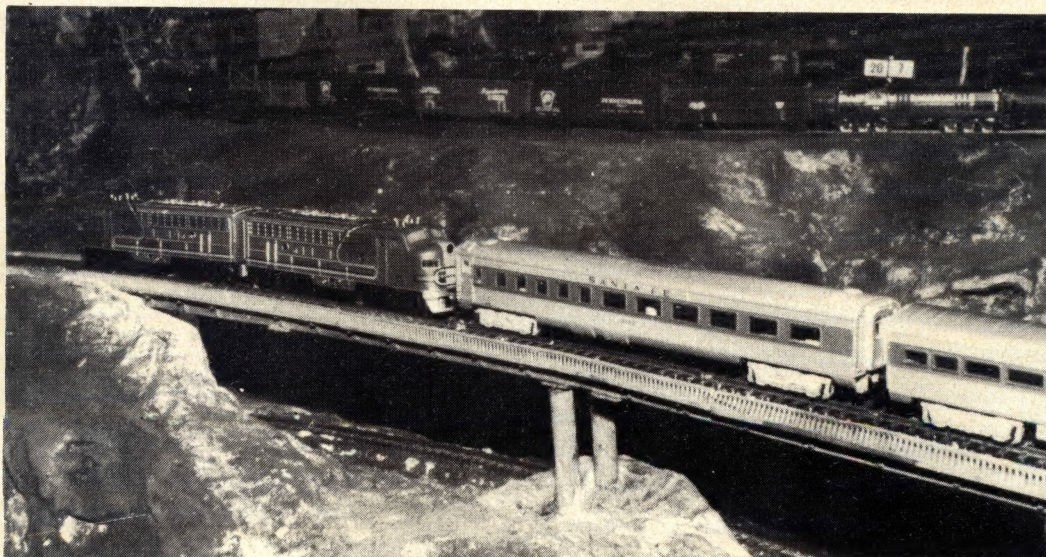
The gaps in your layout can be spanned with some beautiful bridges that can be made up into different designs.

SIGNALLING AND ACCESSORIES

Signals are sadly neglected — a two aspect signal is available from Custom Lines but it is rather bulky. The interest in N gauge over in England has grown to such an extent that signals are now being produced in either semaphore or electric, lets hope they will be seen in Australia.

Turntables are a familiar sight on a large layout and Arnold produce one for N gauge that will accommodate many engines.

Kadee produce automatic delayed couplers that will give your layout new scope in realism and operation — see Journal 94 Sept. Oct. 1971.



Detail, lots of detail, that's what you receive in 'N' scale. Count the nibs on the side of that streamlined coach as the train hurries to make up time

SCENERY AND TREES

This topic is well covered in a Guide to Model Railways prepared by the NSW branch. It is possible to buy trees and shrubs for your layout. Brands that specialize include — Busch and Herpa.

Backdrops give your layout depth and Peco and Faller produce colourful scenes of mountains and cities. Tunnel portals are available in many varieties. Prototype produce sheets of brick paper in a variety of colours for walls along the track.

AUSTRALIAN PROTOTYPE

Some N gauge rolling stock can be converted using a paint brush but it would not be recommended if you are just starting in N gauge.

The great news for N gauge modellers was the announcement of a C 38 loco being produced by Sentinel. I hope Sentinel will continue with Australian N gauge.

TO COMPLETE THE SCENE

Adding realism with people, cars, trucks, barrels, telephone poles and fences along the track. Merten (who specialize in people etc) have a wedding scene for your church. Wiad produce boats for your waterways. N. gauge can capture the scenes of everyday life.

CONCLUSION

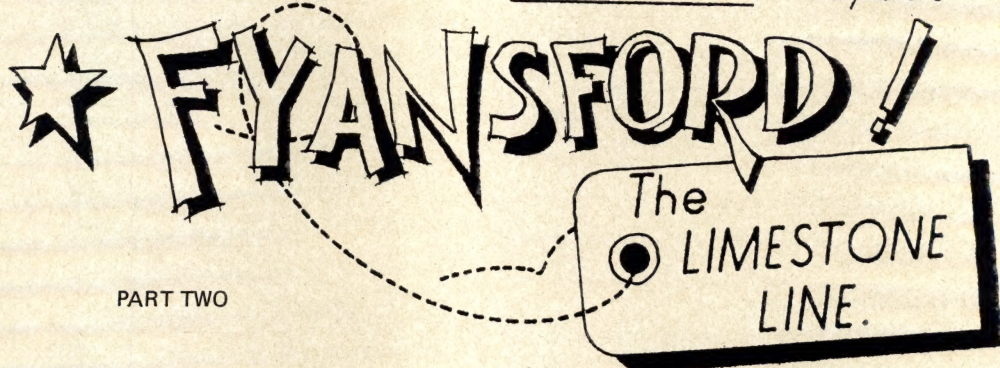
N. gauge is well suited for the person who can realise that twice as many problems will be encountered than with HO. He should also realise that N will promise longer trains and more railway than H.O.

Talk to your dealers and try to make some model railway friends so that you can discuss your problems. If you are still undecided, purchase some track and a loco then decide if N gauge is for you.



A problem of where to hide those switch machines!! But just soak up that detail on the locos and rolling stock

Prototype for a DIFFERENT layout —



BY CLAUDE M. HENDERSON.

Reprinted from A.M.R.A. Journal No 22
November 1956

In Part 1 (May 1956 Journal) of this article we briefly surveyed the main line of the Fyansford Quarry railway, now one of the last remaining examples in Victoria of an independent railway. Since then, the Australian Cement Co., owners and operators of the line, have taken delivery of a new diesel electric locomotive which the author has not as yet inspected. However, this is not the first internal combustion powered 'locomotive' to operate as Fyansford, as many years ago the company possessed a home built four wheeled petrol driven 'switcher'.

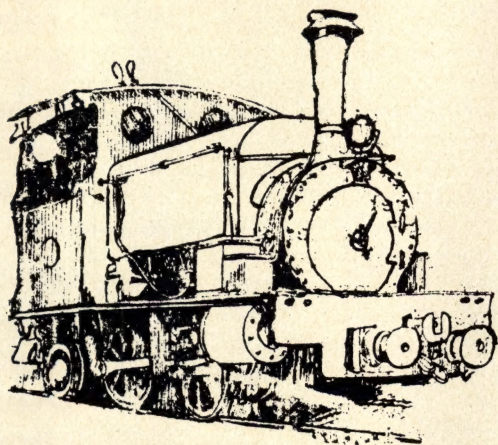
To put it mildly, this was surely one of the strangest pieces of motive power to work in a State which, in its railway history, has seen some remarkably odd efforts in this regard. Until recent times the remains of the engine lay derelict on a 'graveyard' siding along with other obsolete equipment, which collectively formed almost a museum of examples of the company's rolling stock down the years, although this 'passing parade' has now been removed for scrap metal.

The prime mover mentioned above consisted of a massive four wheeled wooden chassis on which was mounted a heavy petrol engine, presumably geared to one axle. A conventional truck radiator was

erected at one end, and originally the engine was enclosed by a bonnet. The timber frame or chassis was about eight feet long and the motor occupied four to five feet of this length. The 'cab' was a particularly sporty arrangement built of corrugated iron affixed to a timber frame, and looked for all the world like a mobile version of the 'One Holer' described by Rick Richardson in the February Journal. The only obvious control in the cabin was a standard railway brake wheel mounted vertically in the middle of the floor. It would surely have been something of a miracle if this outlandish locomotive ever hauled more than one loaded car at a time.

Previous to the recent acquisition of the B+B Clyde built diesel electric the last motive power purchased were two identical 0-4-0 tank locos built by Perry Engineering Company of South Australia, in 1926. These had last seen service with the State Electricity Commission of Victoria and prior to that were used in the construction of the Hume Reservoir on the Murray River. They are of quite handsome appearance for small engines, with 2'6" diameter drivers and a wheel base of five feet. Hand and steam brakes are fitted and they have outside cylinders and Walschaert valve gear. Both locos were withdrawn from service sometime last year and are at present

stored in a small open ended shed near the coal stage (see map Part 1). In order to get the locos into this shed the stacks had to be removed for clearance purposes, and for some obscure reason both have had the valve gear dismantled.



At time of writing most of the light running the line is carried out by two of the four Hudswell Clarks 0-4-2 saddle tanks, which were built in England in the first decade of this century, although until quite recently all four of these engines were in daily use. The sketch of one of them on this page shows the rather peculiar lines of the engine, including the oddly shaped cab roof and the uncomfortable appearance of the saddle tank. Despite their ungainly form, they have performed sterling service for the company since their purchase in 1924 from the now non-existent Moonta Mining and Smelting Co. of South Australia. Their total but unknown mileage must now reach astronomical figures.

It was one of these engines which split the switch in an incident briefly mentioned in the previous instalment. On this occasion the loco was running downgrade with a cut of empty dust cars and as her wheels went on the ground at the turnout, a heavy wooden car immediately behind the engine reared up and smote her smartly in the stern, thereby 'squeezing up' the light steel cab by some 18 inches. Before coming to a

lumbering halt the little engine got herself well off the track and squatted at a crazy angle like an oversize hen, with her whistle jammed by the displaced cab, adding a stirring obligato to the general pandemonium.

When the existing quarry was opened in 1926 two much larger saddle tanks were purchased from the Commonwealth's Henderson Naval Base in Western Australia. These engines were put to work hauling loads on the 1 in 36 tunnel grade, which they did by dividing the train and working them in two stages to the top of the grade. Here there was located a passing loop (since dismantled) where the two halves were combined into one rake or train. The engines were built by the Vulcan Iron Works in U.S.A. in 1916 and typical American industrial switchers. They are 0-6-0 wheel arrangement with 2'6" drivers, outside cylinders, Stevenson's valve gear, and the centre pair of wheels are flangeless. Two cast iron sand domes are mounted on top of the saddle tank and in common with usual American practice they are equipped with the most commodious cab for such comparatively small engines.

About five years ago one of this pair was left unattended on a slight downgrade on a temporary spur in the quarry. The engines are equipped with steam brakes and whether, in this case, the brakes 'leaked off' is not known, but in any event the loco took off down the grade and endeavoured to bury herself in the quarry wall with disastrous results to her anatomy. Her sister engine eventually towed her back to the works where she was completely stripped down to the basic bar frames. It says much for the 'C.M.E.' of the line that the small shop force then proceeded to completely rebuild the 30 ton engine, from the frames up, including rebuilding of the boiler. This work was done at odd times over succeeding years, and just when it appeared that the loco would soon be in steam again, work was suspended, presumably due to the imminent arrival of the new diesel. She is now standing in the small erecting shop in a state of suspended

animation. Just to keep the record straight, perhaps I should point out that these two Vulcans are 'peas in a pod' to the casual observer (apart from their numbers 4 & 5). It is therefore possible that the engine now in the shop in the condition mentioned above is actually the second of the pair, the wrecked engine having been repaired and put into service, and her twin shopped for rebuilding. No particular note of numbers was made by the author at the time of the accident so I'm not too sure on this point. A drawing of one of these engines included on this page.

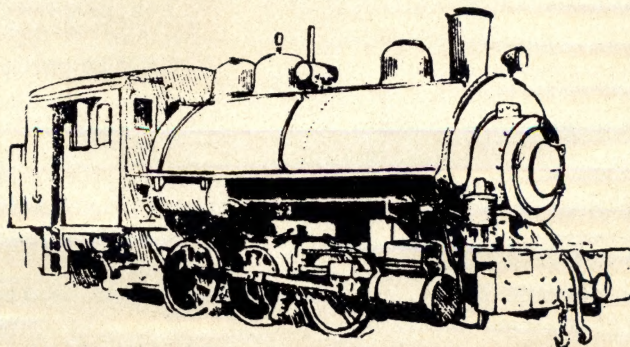
Due to the limited hauling capacity of the Vulcans, the company finally decided to purchase their first brand new engine, and this was delivered in 1936. It was a British built Beyer Garrett articulated 2-6-0+0-6-2, and proved so successful that an identical engine was ordered and took the road in 1938. (See page 34, May issue of 'Journal'.) This pair took over the bulk of the limestone haulage, and doubling on the tunnel grade then ceased. The engines are equipped with Westinghouse brakes and can each haul about 170 tons from the quarry every half hour.

In August 1945, an Australian Standard Garrett was purchased from the Commonwealth Government order by Victorian Railways Newport Shops the same year, although it is not known whether she had actually been in service elsewhere for a short period before the company took delivery. In common with all this class of engine (which were rather hurriedly

designed as a wartime measure) she exhibited a number of vices, not the least of these being a marked tendency, according to the drivers, to leave the track on curves. It is of interest to note here that this particular engine, by far the largest on the road, fits the 12'6" x 9" wide quarry tunnel almost like a 'cork in a bottle'. In point of fact, the top of the stack just clears the tunnel by inches and this occasionally causes lack of efficiency due to back pressure.

As previously mentioned the last loco acquired is a Clyde built B+B diesel electric unit which on its delivery run is known to have worked a N.S.W.G.R. freight train to Albury on 4'8½" bogies, and another freight to Geelong on 5'3" bogies over V.R. metals. To somewhat lower its dignity (if a diesel possesses such) it was then manouvered onto a road low loader for the few hundred yards journey between the 5'3" Fyansford siding and its final destination on the 3'6" quarry railway.

The basic rolling stock on the line is represented by a considerable number of steel dump cars of particularly husky appearance which in fact they certainly need to be considering the size of some of the lumps of stone unceremoniously dumped into them. They are all six wheeled vehicles of ultra short wheelbase and come in a variety of underframes. The earliest versions have heavy wooden frames but all modern stock are mounted on fabricated steel chassis. The body proper of all this stock is of heavy



steel plate to a fairly standard design and the 'trays' tip sideways. The tipping is accomplished at the unloading point by a mechanically operated grappling device which engages with 2" steel bars on the 'far side' of each car, the trays being so balanced as to return to the 'upright' position when released. The contents are deposited into a trackside pit from whence the limestone is removed by mechanical conveyor and passes into the works. Rakes of cars remain coupled during this procedure, the vehicles being spotted by a winching system, thus releasing the train loco to return to the quarry with the previously emptied rake. The cars are all fitted with Westinghouse braking system and centre drop 'chopper type' couplers and are painted all over glossy black with classification lettering etc. in white. Some idea of the appearance of the upper works can be gained from the illustration in Part 1 on page 34 of May issue.

A further series of dump cars of quite different pattern are in daily use and are generally referred to as 'dust' cars. These are of all timber construction and are rather ungainly in appearance due to the shallow, flat bottomed tip tray being set well above the underframe. These also tip sideways and it is presumed that they are the original series of limestone cars used on the line. They are now engaged exclusively in the disposal of a white by-product substance of the cement manufacturing process. Trains of four or five of these four wheeled trucks are hauled by the lighter engines to an area set aside for the depositing of overburden, where they are emptied. It is impossible to say what colour they may have once been painted, as they are now thoroughly caked and impregnated with white powder. Couplers are link and pin and hand brakes only are fitted.

A small number of four wheeled flat cars are in use for general purposes, particularly the running of bagged coal to the huge steam shovels in the quarry,

and occasionally as transport for track gangs. The sole true passenger car on the road is a rather odd 'home grown' effort, rather reminiscent in general outline to an American wagon topped box car. Construction is of unlined timber frame externally sheeted with masonite. Several small glazed windows are provided and access is by doors set to one side of end walls. As the car stands approximately eight feet high and runs on the most diminutive pair of bogies imaginable, from a distance it appears to be rolling on ball bearings, for the wheels would not exceed twelve inches in diameter. The bogie side frames are of incredible slenderness, being fabricated from light steel bars rivetted together to form a simple arch bar. In point of fact each bogie side has a distinct downward bow, and the whole appearance of the trucks would delight Mr. Emmett of 'Punch' fame. The carriage is used daily to transport quarry workers to and from the site of operations and the only feature of the austere interior, apart from the longitudinal wooden seating, is an imposing hand brake wheel protruding from the floor, for the car does not possess air brakes.

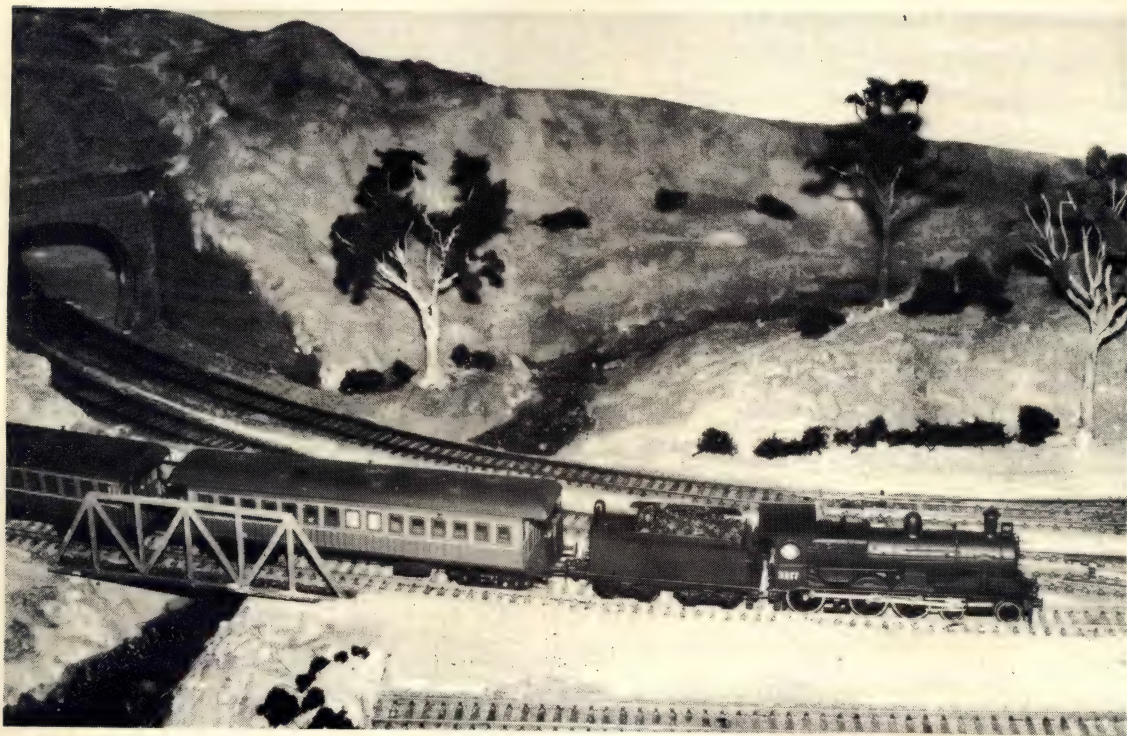
For transporting heavy loads (quarry machinery and the like) the company possesses a substantial all steel depressed centre flat of conventional design. However, one unusual feature of this car is that its four wheel bogies were obviously originally built for use under a locomotive and because of this the bogies have inside journals and loco spoked wheels. The car has air brakes, chopper couplers and is painted black. There remains but one piece of 'rolling stock' to describe. This is an enormous and now derelict American built Bucyrus Erie steam crane on standard gauge four wheel archbar bogies. This equipment is forlornly standing on a rather lonely and isolated stretch of 4'3½" track and although its original purpose is rather obscure, I presume it was used by the company as a track layer as well as a crane. The steel cab of the monster

is open at the boom end, and contains, besides the usual impressive array of winding machinery, a full size locomotive boiler of doubtful ancestry, possibly ex V.R., a steel coal bunker and a large steel water tank. The boiler is certainly not the original and the crane as a whole has been, over the years, considerably 'mucked about with'. At one time the unit was painted a medium grey, although rust and weather have considerably modified this colour.

The cab alone is about twenty feet long, with the curved roof towering some fifteen feet above rail level. The floor is steel checker plate across the twelve foot width of this 'barn', and

to say the least, the fact that the whole contrivance remains upright says much for the strength of the track and bogies, although massive steel outriggers are provided for use when on site. The mighty steel boom and associated tackle has been lowered to horizontal, giving the unit a rather 'defeated' appearance, and although nothing is known of the previous history of this complicated piece of machinery, it appears that its remaining days are to be spent in brooding silence until the scrapper's torch writes finis to yet another fragment of Australian railway history.

(To be continued next issue.)



3217 doing what it does best - hauling a passenger train, albeit a branch line service.

(A scene on the West Aust. Model Railway Club layout.) Photo G. Watson.

REMOVING PAINT FROM PLASTICS

by Jim Christie

The advent of plastic into railway modelling has enabled an almost limitless array of well detailed locos and rolling stock to be produced commercially. However, a problem arises when one wishes to repaint an item, — as after several coats, some details become obliterated. It is therefore desirable to remove the original or any subsequent coats and start again from the bare surface. After reading comments in an English magazine on paint removal using either brake fluid or caustic soda, I decided to experiment myself as I had several Triang clestory coaches I intended to rebuild as Queensland suburbans. I wanted to remove the original paint to make the application of a new colour scheme easier, without having to cope with an undercoat of a vastly different colour.

The equipment needed is simple. For followers of Australian or British prototype, a couple of half gallon (imperial) ice cream buckets. Continental types should use two and a half Litre cans. A flat dish, slightly longer and wider than a loco or coach. A toothbrush, and of course a quantity of brake fluid or caustic soda, which ever is preferred.

Take your flat dish, fill with a sufficient quantity of WARM water and toss in a couple of dollops of the caustic flakes. Accurate measurement is not necessary. In my first trial I made a stupid mistake in having the water too hot, and distorted the whole side of a car, completely ruining it. Immerse the coach side or the complete body, depending on your preference. When the paint has softened, remove from the dish and brush vigorously with your toothbrush in one of the ice-cream containers filled with cold water paying particular attention to the cracks and crevices. Another washing in clean water and detergent should clean up the surface.

The Triang coaches were of varying age. It was noted that the paint composition had been changed over the years. On older cars the paint softened easily but it was necessary to soak new cars longer. These may have to be soaked more than once overnight. The effect was similar on Pocher cars and on Humbrol and Airfix paints. Much care should of course be taken when using caustic soda.

The use of brake fluid involves the same procedure. The fluid is straight from the can and is not diluted. This however is a milder type of stripper compared to the caustic soda and much safer. Of the two solutions I recommend brake fluid. It works excellently on the surfaces already mentioned. The stripping time in some cases is longer particularly on enamels such as Humbrol. You may have to pick out cracks, planking and window mouldings with a sharp point such as a pin, although investment in a new hard toothbrush would avoid this. This depends mainly on the model itself. Brake fluid will leave a slightly greasy film behind. A good washing in cold water and detergent will remove this. As stated previously in regard to caustic, you may have to soak the model overnight or process more than once if using brake fluid. The fluid can be re-canned and used again providing it does not become too dirty.

The success of the latter technique can be vouched for by one of our junior members, who purchased a diesel at an AMRA auction. The loco was heavily overlaid with 1/16 of paint making it almost a shapeless blob. No less than seven coats were removed. For an outlay and a little work he now has a good engine.

My tests were not exhaustive but I believe most coaches, wagons, locos, small buildings or structures would accept this treatment. No harmful effect on the plastics was noted, nor any apparent damage to styrene cement or Araldite. No test was made on Floquil. I would be interested in any readers comments on this brand. There may of course be plastics which do not take kindly to the methods outlined. If in doubt I suggest that a small sample be obtained. Try this first before committing your whole vehicle.

So there you have it. Now you can get to work on all that rolling stock you were reluctant to repaint.

EDITOR'S NOTE

If using caustic soda, it is recommended that rubber gloves and safety glasses be worn. Any splashes on bare skin should be rinsed immediately in clean water, as caustic soda is quite corrosive on skin and, to a lesser extent, clothing.



VICTORIAN RAILWAYS' NARROW GAUGE LINES.

Upper Ferntree Gully - Gembrook.

PREPARED FROM DATA SUPPLIED BY L PERRIN

Reprinted from A.M.R.A. Journal No 22
November 1956

Part 2 of this series of articles (August 1956 'Journal') concluded with a summary of the rolling stock the V.R. originally designed and built for use on its then more or less new narrow gauge feeder lines. One important feature of the early rolling stock was that a standard 25' long underframe had been used under all types of vehicles, which must have simplified the work of the car builders and repairers. However, in 1906 four new passenger coaches were designed and built for the Gembrook line, and although they were a considerable improvement in comfort and appearance on any of the coaches then in existence, they did depart from the standard underframe idea.

They were 32' long and contained three second class compartments, a central W.C. for each class and a Ladies compartment and smoking compartment set aside in each class. The coaches weighed about $7\frac{1}{2}$ tons, were classified 'NAB' and seated a total of 32 passengers. End platforms were dispensed with and access was by side doors swinging outwards. The vehicles had footboards running the full length of the car on each side, for all V.R. narrow gauge lines employed ground loading for passengers.

After abolition of 1st class accommodation in 1923 the classification letter 'A' was dropped, and these cars, originally numbered 1, 2, 3 and 4 'NAB' became 25, 26, 27 and 24 'NB', respectively, although 4 NAB was actually renumbered in 1917. Between 1906 and 1912, a further 17 externally similar cars were introduced on the various systems, but these had five second class compartments with one of these a smoker, and one first class compartment. As far as can be ascertained the road numbers of this series were in the bracket 5-23 'NB'.

Between 1909 and 1919, six brake vans were built and classified 'NC'. These had double sliding doors on each side and a small ticket window on each for the sale of tickets en route.

These vans matched the 'NAB' and 'NB' coaches in style and in common with these had three windows in each end of each car. No passenger accommodation had been provided, but riding in them on freight trains was usually permitted on payment of the requisite fare, although the luckless passenger had to sit on the floor if nothing better offered. Weight of the cars was 4 tons.

In the boom times immediately following the end of the first World War automobiles, as we now know them, were

still in their unreliable infancy. Main roads were generally poor and the country byways almost impassable to motor traffic. But Melbourne's citizens were already looking to the 'Blue Dandenongs' with wistful eyes, for here, at the very back door of the metropolis was a wonderland of natural beauty, tailor made by nature as a big city's playground. And to cap it all the V.R. had already pushed the Gembrook narrow gauge line through the very heart of this area, unwittingly surveying a route which undulated for twenty twisting miles through some of Australia's most glorious bushland scenery.

To this day the line, now disused above the landslide mentioned in the previous instalment, still penetrates deeply into cool unspoiled fern gullies and towering rain forests. It twists and winds through ever changing mountain vistas and over the years the almost continuous earthworks and many small timber trestles have blended and weathered until they are essentially one with the surrounding scenery. Even the measured metre of an NA exhaust echoing in the trees seems somehow to fit the mood of this lovely area.

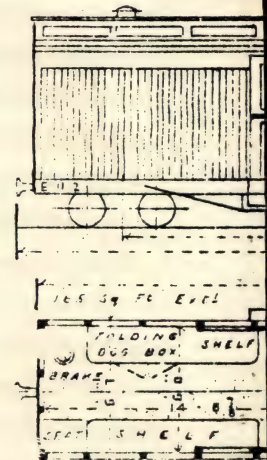
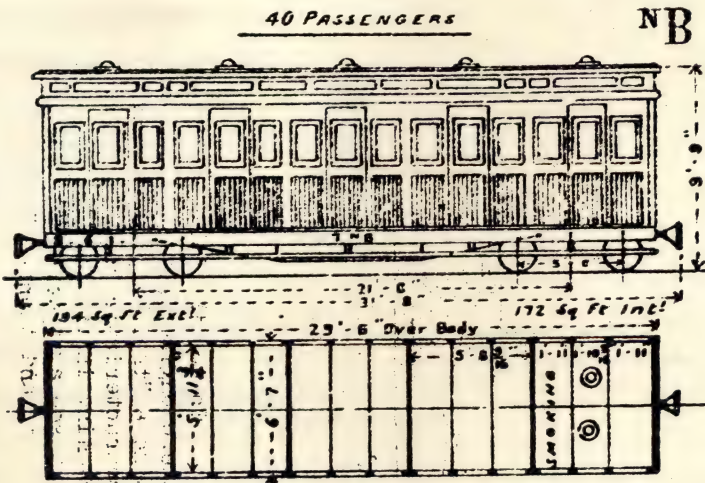
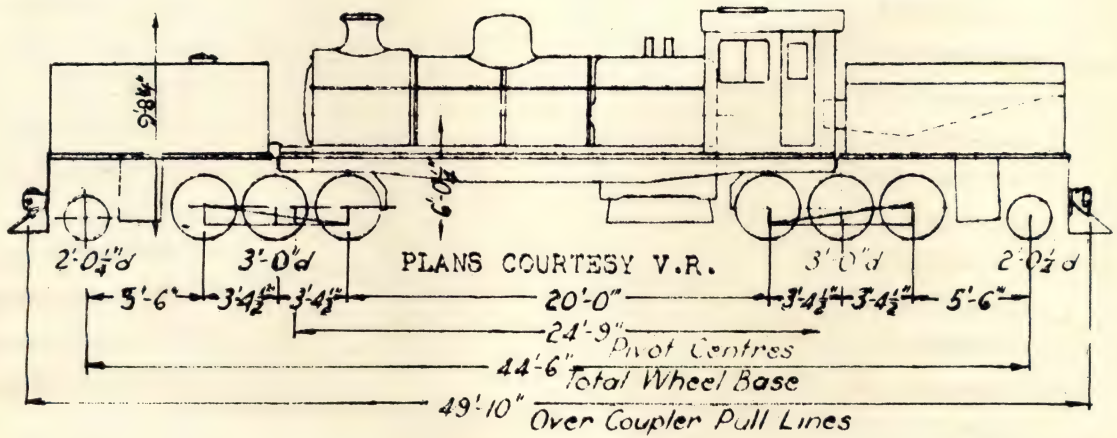
And so were born the excursion trains of 'Puffing Billy'. In those far off summer weekends family parties would descend on the diminutive trains and ride in picnic atmosphere to some romantically named stopping place along the line. They could spend a day deep in the bush and still return to a Melbourne suburban home the same evening. At first these Sunday trippers crowded and squeezed into the existing passenger stock, but soon it became apparent that much greater passenger accommodation was required. The problem for the V.R. was not simplified by the fact that in winter months and on week days passenger traffic returned to the normal scatter of local clients.

The solution took the form of the 'excursion car', fifteen of which

were constructed in 1919 on standard freight underframes and classified 'NBH' 1 - 15. To the casual observer they could well have been Pinsch gas lit cattle trucks, for they most certainly could lay no claim to anything but utilitarian beauty. Each car weighed $4\frac{1}{2}$ tons and seated 32 passengers on back to back wooden seats, though an excursion train's actual content of passengers in each car would more likely approach 62, with a fair proportion of the more venturesome perched on the roof or clinging to the sides.

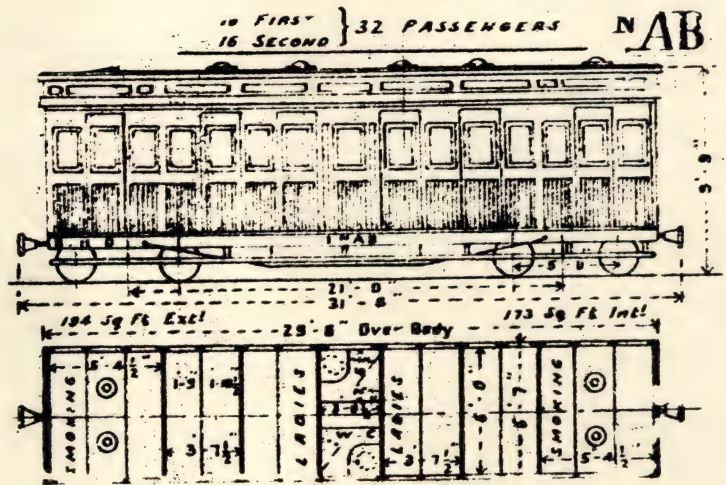
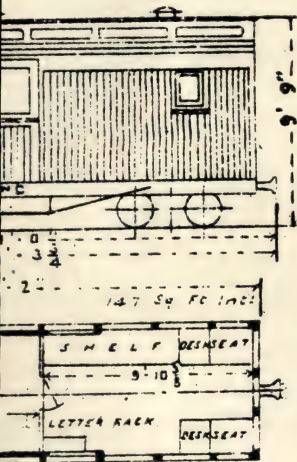
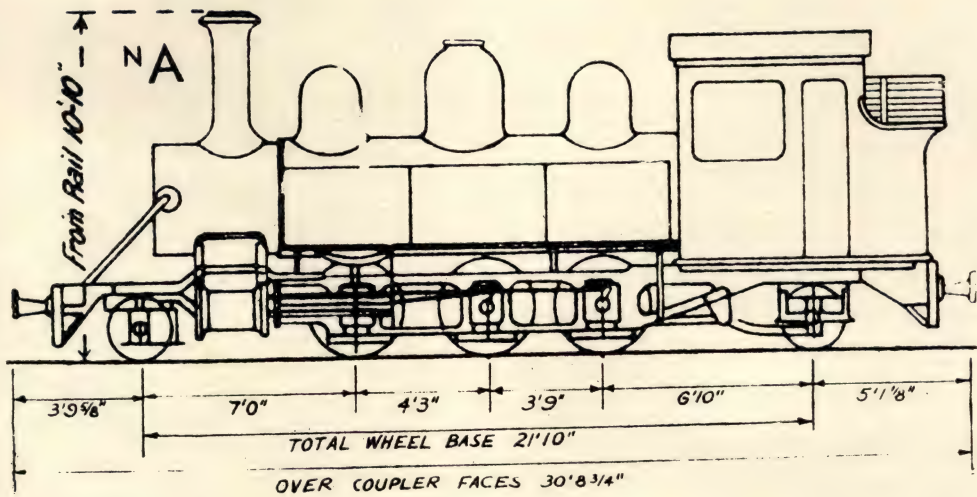
The 'NBH' car is open to the elements from the waist up, although the ends are solid boarded to the roof. Longitudinal metal bars running the length of the upper sides prevent enthusiastic passengers from falling out too easily. Canvas storm blinds are provided which can be rolled down in wet or cold weather and a curved corrugated iron roof sets off the whole ensemble. At Xmas and Easter, and other public holidays, even these fifteen additional cars were insufficient, so the ever resourceful V.R. 'converted' a number of their steel 'NQ' class gondolas by the simple addition of removable wooden seating and open sided canopies. These temporary conversions were not as comfortable as might be imagined, providing passengers were in holiday mood, for it should be remembered that speeds were low and the V.R. has always contrived to keep these little lines in pretty fair order as regards the track work. From the writer's personal experience in riding in an empty 'NO' gondola at speed on the Moe-Erica narrow gauge, I can assure you that this stock rides surprisingly smoothly. The general outline of these 'NQ' modifications can be seen in the drawing published on page 11 of August 'Journal'.

Curiously enough, the narrow gauges of the V.R. have been, over the years, their most 'standardised' lines. All stock started off with centre drop



VICTORIAN
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RAILWAYS'
GAUGE LINES.



(chopper) couplers. Eventually, in one fell swoop, all these were changed to automatic knuckles, long before the parent broad gauge had ever seriously contemplated this intimidating task. The stock has never carried buffers because of this coupler history. All rolling stock have always run on four wheeled bogies of only two basic designs and underframes have been limited to two lengths.

All passenger stock has been one class for over twenty years and all the lines have been worked by, but two classes of loco - the NA 2-6-2 tanks and the G class Beyer Garrett 2-6-0+0-6-2. Outline drawings of these are included herein to give some idea of their general appearance. The G class embraces only two representatives, G41 and 42, built in Britain in 1926-1928 and weighing about 70 tons.

G42 was originally assigned to Moe (pronounced Mo-ee) to work the line to the almost fabled gold town of Walhalla. When the outer end of this was finally closed during the early years of the last war, she continued to work the lower end of the line (Moe-Erica) until a year or so back, when complete closure sent her to rejoin her sister, G41, who has spent her days based at Colac working from there to Crowes. (This line will be the next surveyed in 'Journal' in the near future.)

The 'NA' class numbered seventeen engines in all, fifteen of these being built at Newport Workshops. From countless shoppings, minor detail changes crept in over the years, the most obvious being a variation in smokestacks, for some had stovepipe stacks, and others the type shown in the outline drawing. They all possessed a most virile exhaust sound when working hard, and a whistle which could, when heard from a distance let out a most infectious and resounding 'whoop'. In this respect the much larger G class were at a distinct disadvantage, for their whistles emit by comparison a quite effeminate squeak.

The NA class were fitted originally with impressive cowcatchers at both ends but someone discovered that because of these the locos couldn't be coupled for double heading. Thereupon the edict went forth that all pilots were to be removed forthwith, which rather spoiled the front end appearance. The G class has electric headlights but the NA engines always relied on a large oil headlamp if it was deemed prudent for them to see their way in the dark.

To me, the V.R. narrow gauge lines will always be epitomised by these engines, with their businesslike smallness their ability to take a 'thripenny bit' curve (centre drivers are flangeless) and their characteristic rolling gait. But in the still starlight of a summer evening in the Victorian bush, to hear that distant 'off beat' exhaust and see away down the track the first faint soft glow of an oil headlight, and then - 'Wooo-e.e.e.'. That's an NA, that's for me!

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Applications to the Federal Secretary or
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Signalling can be simple

By J D McLean

Reprinted from A.M.R.A. Journal No 26, November 1957

The installation of automatic colour light signalling with remote control and automatic operation of points must be of great interest to the modeller who likes to have everything exactly right, but there are hundreds of other modellers who want signals, even if only to complete the picture photographically, and who want them to be correct and in the right places. Although, where traffic requires them, there are elaborate and complicated installations in many places in Australia, some of the signalling, particularly on branch lines, is very simple. However, it still achieves the same objects, which are to avoid danger, confusion and delay. — This article, which is a study of some of these simpler situations, has been written for those who do not want to be burdened with electrical and mechanical complications but who still want their signals to be right. It shows how very simple it is to signal small station layouts properly to conform with the practices of the various Australian railways.

A real railway may be regarded as a number of stations joined together by stretches of main line. Similarly a station may be regarded as a through line, with loops or sidings joined together by points. Signalling on the real railway can then be divided into two neat categories; Station Signalling: the control of trains at a station by a signalman who can always see the actions taking place; and Block Signalling: the control of trains between stations where the signalman can see the trains only for part of the time and which therefore requires co-operative action. In a lot of cases, of course, there are no signals at all and the arriving train may have been warned in writing at the previous

station, or hand signals, such as lights and flags, from the 'office' may be used, sometimes being repeated by a man at each end of the station.

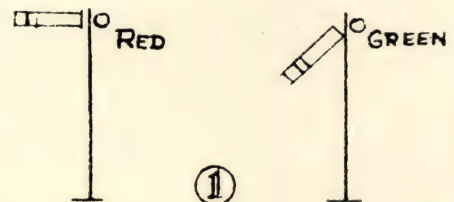
Two position signalling, as distinct from three position signalling, which is quite another story, is based on three general types of signals, namely:

Stop Signals: these require a stop, such as Home, Starting and Advanced Starting signals.

Warning Signals: these give warning of a stop, such as Distant, Fixed Distant and Landmarks.

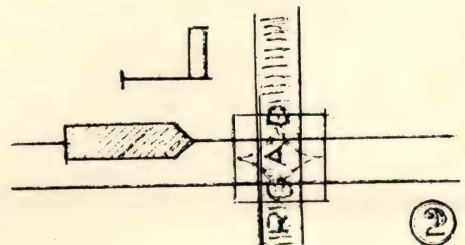
Shunting Signals: these control shunting movements and include Discs, Small Arms and other shunting signals.

STOP SIGNALS The stop signal has a square ended arm and has two positions (figure 1). Horizontal - red light - 'stop'. Diagonal - green light - 'go'.

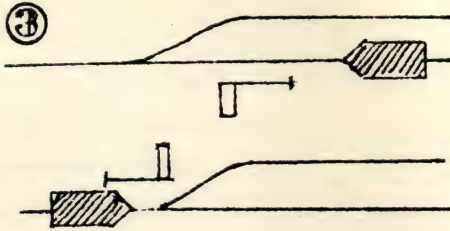


It has three main uses.

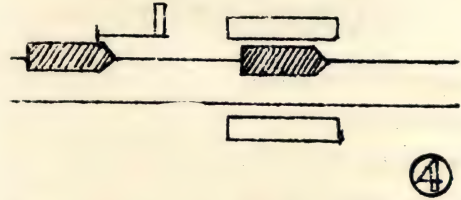
1 It is placed so that it can stop a train running through points, into gates, or into a train standing beyond it. It is then usually called a HOME SIGNAL (figures 2, 3 and 4).



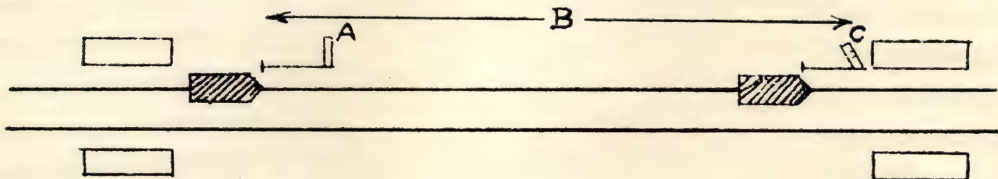
Home signal protecting gates.



Home signal protecting points and ensuring points are correctly set for train.



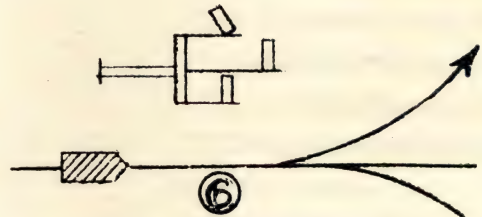
Home signal protecting train standing beyond it (e.g. while taking on and setting down passengers).



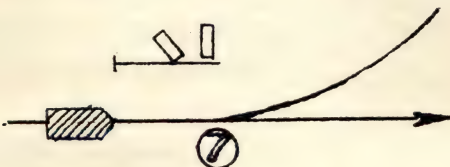
Starting Signal (A) preventing train going towards next station while block section (B) is still occupied by previous train. When first train passes home signal (C), which then assumes 'stop' position, second train may enter section.

2 It is placed at the exit from a station so that it can stop a train going towards the next station while a train is still occupying the track ahead. It is then usually called a STARTING SIGNAL (figure 5).

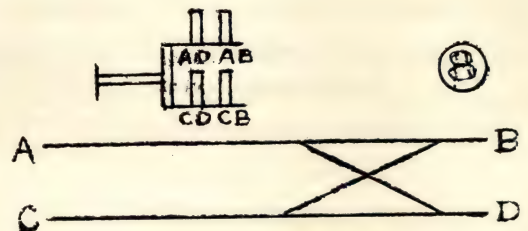
3 Several home signals or starting signals may be placed together on the same bridge, bracket or post so that the arm lowered informs the driver of the direction for which the points are set (figures 6, 7 and 8).



Bracket signal before points indicating which way points are set.

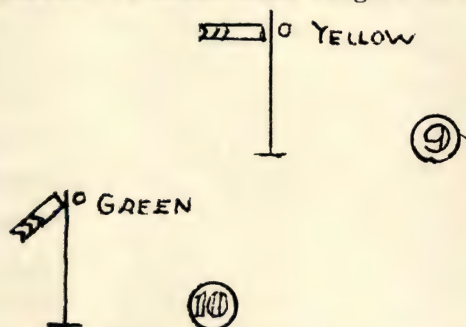


Multiple arms - top arm, left-hand track; bottom arm, right-hand track; (except S.A. where top arm indicates straight road).



Combination of multiple arms and bracket at scissors crossover.

WARNING SIGNALS These are provided to ensure that the driver had adequate warning that the next signal, which is almost certainly a home signal, is at 'stop'. The commonest type is the distant signal which usually has a fish tailed yellow arm and has two positions. Horizontal - yellow light - 'proceed', expecting next signal to be at 'stop' (figure 9), and Diagonal - green light, all signals at next station are at 'proceed' and therefore section to next station is clear also (figure 10).



In New South Wales and in some foreign countries, a red light is used at the horizontal position, and to indicate that it is only a distant, and may therefore be passed, a green light is fixed above the red one (figure 11). The distant signal is usually placed far enough ahead of the home signal for any train travelling at maximum speed to be able to apply brakes when sighting the distant at 'caution' (the horizontal position) and stop at the distant itself, although only in some places is this stop required. Sometimes the location of the distant so far out enables it to be placed on the same post as the starting signal for the previous station. Here its arm is painted red (figure 12), and it has a red light in the 'caution' indication. The idea here is that no driver would pass two red lights although a careless one might pass red over yellow. Furthermore the arms so interlocked that the distant for station (B), further on, cannot lower until the starting signal for (A) is lowered (figure 13). This figure shows a diagrammatic summary of the signals at the station.

- (1) Starting signal for station (A), when at 'danger' holds (2) at caution.
- (2) Distant signal for station (B), cannot be lowered until (3), (4) and (5) are lowered. Therefore, when (2) is lowered, points are set for main line, gates are open for train, platform is clear of other trains, and section is clear to station (C).
- (3) Before being lowered, points must be set for main line and locked.
- (4) Before being lowered, gates must be open for trains and platform clear.
- (5) Before being lowered, previous train must have arrived at and be clear of station (C) and permission must have been received from signalman at (C) to send next train there.

SHUNTING SIGNALS These are sometimes placed under home signals, sometimes on posts of their own, and sometimes on the ground next to the track to which they apply. They have five main uses:

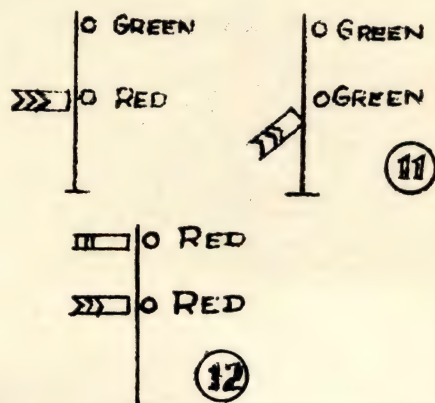
To move a train off a main line into a siding.

To move a train out of a siding on to a main line.

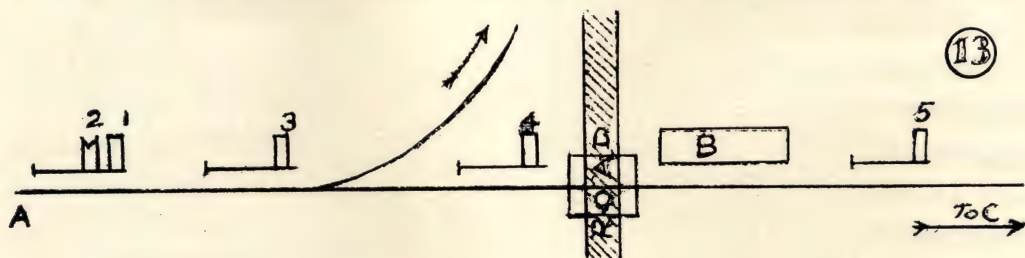
To move a train from one siding to another.

To move a train over a crossover from one main line to another.

To move in the wrong direction on a main line.

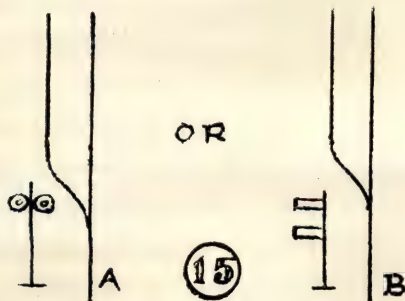
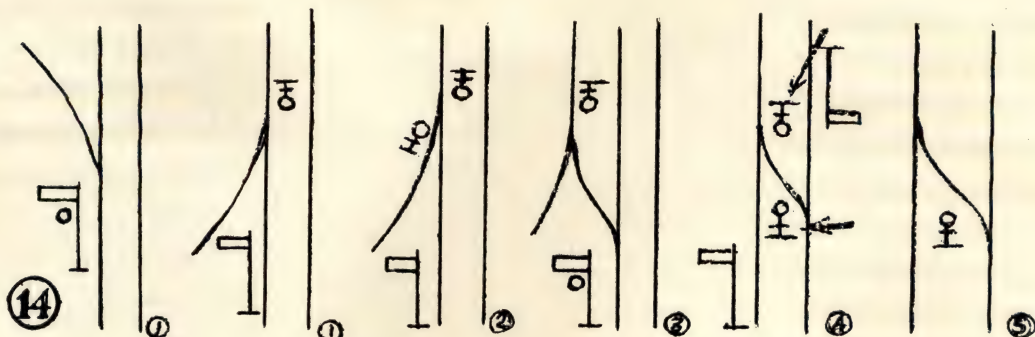


In the accompanying illustrations (figures 14 and 15) Victorian Railways discs are shown, but variously shaped arms occur in other states. If there is a choice of route, signalling with



SHUNTING SIGNALS. These are sometimes placed under home signals sometimes on posts of their own, and sometimes on the ground next to the track to which they apply. They have five main uses:

- To move a train off a main line into a siding;
- To move a train out of a siding on to a main line;
- To move a train from one siding to another;
- To move a train over a crossover from one main line to another;
- To move in the wrong direction on a main line.

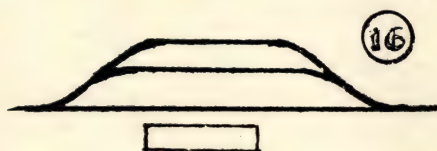


In the accompanying illustrations (figures 14 and 15) Victorian Railways discs are shown, but variously shaped arms occur in other states. If there is a choice of route, signalled with more than one disc signal, the directional qualities of home signals apply.

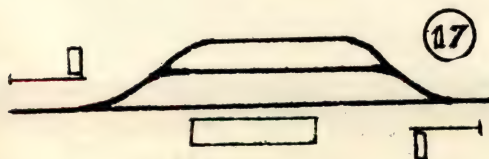
Some illustrations now follow showing the use of signals at a simple single line station and a simple double line

more than one disc signal, the directional qualities of home signals apply.

Some illustrations now follow showing the use of signals at a simple single line station and a simple double line station. The station shown in figure 16 is a typical single line layout which might be found anywhere in Australia. The main line has a passenger platform which may or may not have to be filled by the first of two trains passing at the station while the other uses the loop. The second loop is a standing place for wagons being unloaded.



In all states, with the possible exception of New South Wales, there are examples of such a station with no signals at all. In such cases the arriving train will stop at the outermost points unless or until a flag or a light is shown by the man in the office. Another man may repeat this signal at the points themselves after having placed detonators. In Western Australia the man will walk out to the points to ensure they are set and will exchange the staff there. In Victoria and Tasmania such a station usually has a home signal in each direction, with no distants, the home signal being lowered for the main line from the platform and for the loop from near the points after they have been unlocked and reversed (figure 17). In New South Wales and Queensland there would probably be distants as well in each direction. These might be fixed or might be in the form of landmarks (N.S.W. only).



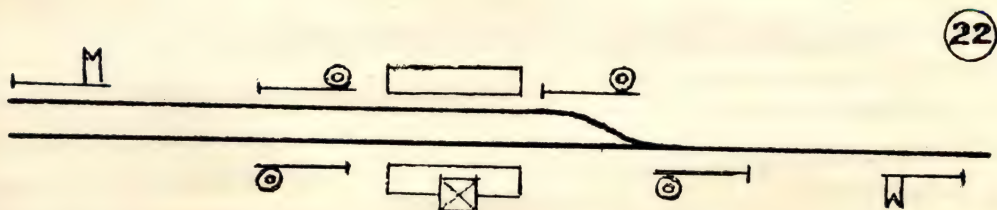
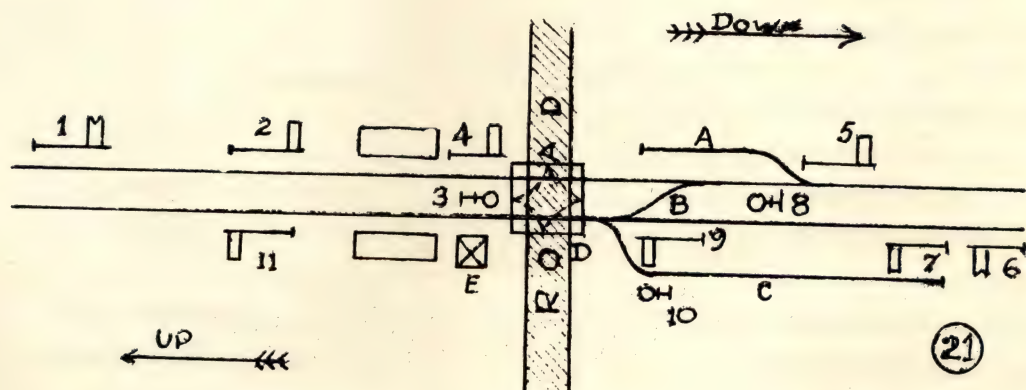
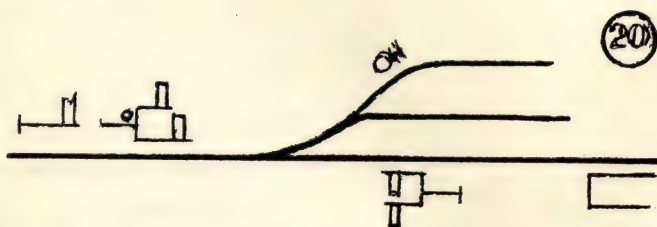
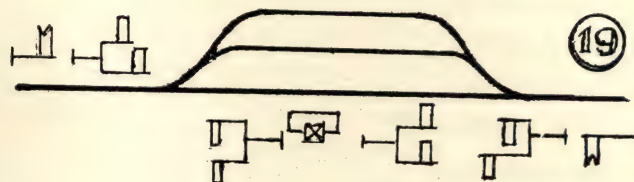
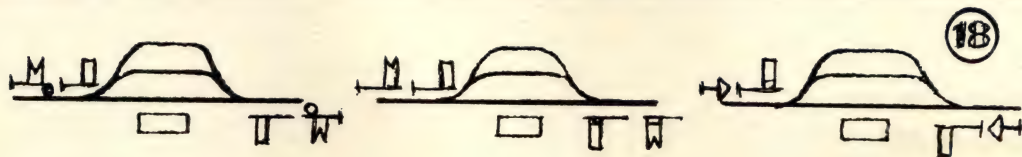
In New South Wales the signal is not lowered for the loop, but a green flag is used for passing. In Queensland the train first to arrive stops in the platform while the second train runs through the loop and backs up when the first has departed. On a busier line the station would be interlocked and possibly operated entirely from a central lever frame. In this case more signals will be required as the signalman will not be at the points to explain by hand signals what the train is required to do. So we have in each direction a distant signals (applying to the main line only), a bracket home signal and a bracket starting signal (figure 19).

Note that the home signals have arms of heights relative to the importance of the line to which the signal applies. The starting signals are level because they both apply to the same place, although this arrangement is not always consistent, even on the one railway.

It may be necessary to signal the good as well, and then the shunting arms and discs may be placed on the home signal brackets for inward moves and the starting signal brackets, or separately, for outward moves (figure 20).

If a line is busy enough to require DOUBLE TRACK it will almost certainly be more thoroughly signalled than the average signal line. However, the absence of facing points at most double line stations compensates to a certain extent for this. Distant signals are the rule in all states with, however, some interesting exceptions. A simple double line station is really non-existent, but one similar to that shown in figure 21 might be seen in any state - except South Australia where all double lines are automatically signalled.

1 Down distant: This can only be lowered when (2), (4) and (5) are lowered and consequently the station must be free of trains, the gates open, the points set for the main line, and the section clear to the next station down.



2 Home signal: This protects a train standing at the platform.

3 Disc: This allows a train to back over the crossover (B) on to the main line, or into the refuge siding (C), provided the gates are open.

4 Home signal: This may be lowered only when the gates are open, the points of the crossover and siding are set for the main line and the line is clear as far as (5).

5 Starting signal: This is lowered when the section is clear to the next station down.

6 Up distant: This can only be lowered when (7), (9) and (11) are lowered.

7 Outer home: This protects a train waiting at (9).

8 Disc: This controls entry to siding (A), or traffic backing over the crossover (B) when the gates are open.

10 Disc: This controls exit from the refuge siding when the gates are open.

11 Starting signal: This is lowered when the section to the next station is clear.

NOTES: No disc is shown to leave siding (A). This may have been omitted for economical reasons, as a lever in a signal box may cost £100. It follows from the description of (9) and (10) that they cannot be lowered together, but each is dependent on the appropriate setting of the points at the exit from siding (C).

SUMMARY

It is quite in order on a single line to have only a home and a distant signal in each direction at each crossing station. In Victoria and Tasmania the distant may be omitted. In South Australia and Western Australia there need be no signals at all. Some quite large stations with a minimum of signals are Shepparton (Victoria), a junction with three home signals; Wynyard (Tasmania), with two home signals; Wallangarra (Queensland), home and distant signals and Tenterfield (New South Wales).

At a prototype double line station the same relative size as the average model double line station, a distant, a home and a starting signal in each direction would suffice if there were no facing points on the main line. On both single and double lines the distant can remain fixed, leaving, on single lines, a possible maximum of two, and on double lines, four signals to be actually worked. If even this is too much - and I must admit that my own signals, although in the correct positions, are rarely operated - there are many examples of places where the two position arms have been replaced by two position colour lights, whose positions and operation follow precisely the same rules discussed in this article. A recent example in Victoria is at Lower Ferntree Gully where the new end of double track is signalled with two position colour light home signals and two position semaphore distant as shown in figure 22. As the lights from the colour light signals can only be seen from a very small angle, their absence will scarcely be noticed; the distant can remain fixed, and you can therefore have a complete array of correct signals without having to work them at all!

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1978

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Entry is by the main entrance
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The Exhibition will be held over
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Hikurangi Railway



ESTABLISHED 1887

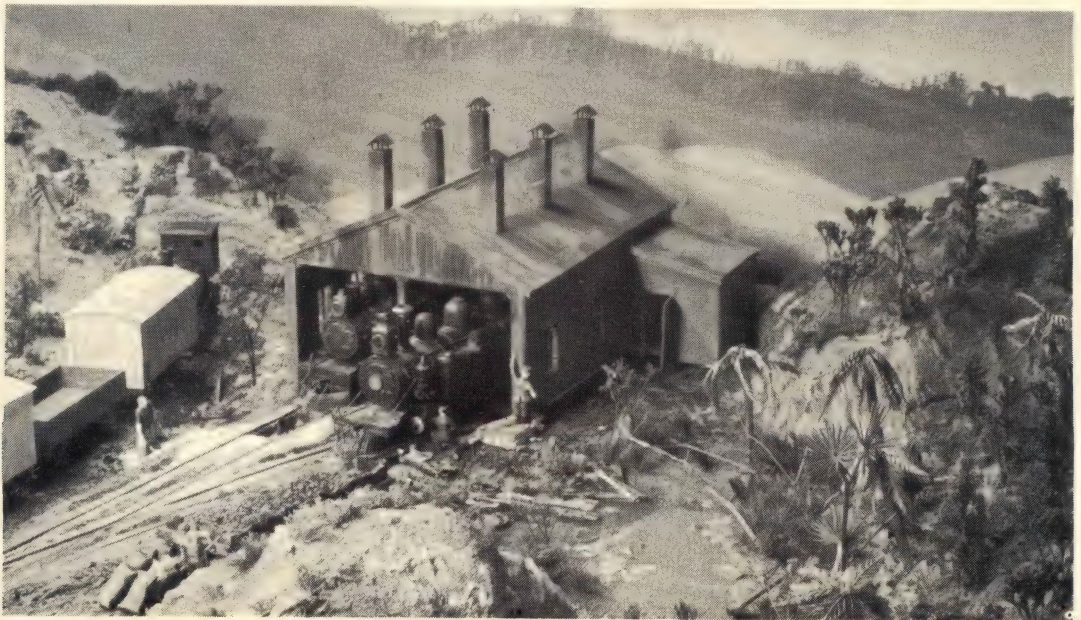
by Warren T Stirling

No such railway ever existed, of course, but like most model railway enthusiasts, the management of the Hikurangi Railway are romancers - and our story goes something like this.

The early settlers north of Whangarei, grew impatient with Government delays in building a railway to tap the vast natural resources of Coal and Kauri, plus the farming potential of the sparsely populated north. A meeting of the more prosperous pioneers was held, and a decision made to raise finance and go it alone. Permission was granted by a shady, if not dishonest,

act of Parliament, and work commenced, on the line from Hikurangi to Hikurangi North on 1887. A distance by circuitous route via Kamo and Kauri of 17½ miles, to be known as the Hikurangi Railway.

The line, although privately owned, was eventually operated by N.Z.R. under a specially prepared contract. A further extension from Kamo Junction to the tidal estuary of Ngangaru is planned for the near future. This will give the district a rail steamship connection with the rest of the country.



A scene on the Hikurangi Railway

A large quantity of timber will be exported from the port with considerable benefit. At present the total production of the MacKenzie Dip Coal Mine is purchased by N.Z.R. and is considered the best steaming coal on the North Island.

The Branch line from Hikurangi North to MacKenzie Dip was opened two years previously, and is now carrying 30% of the total tonnage of the railway.

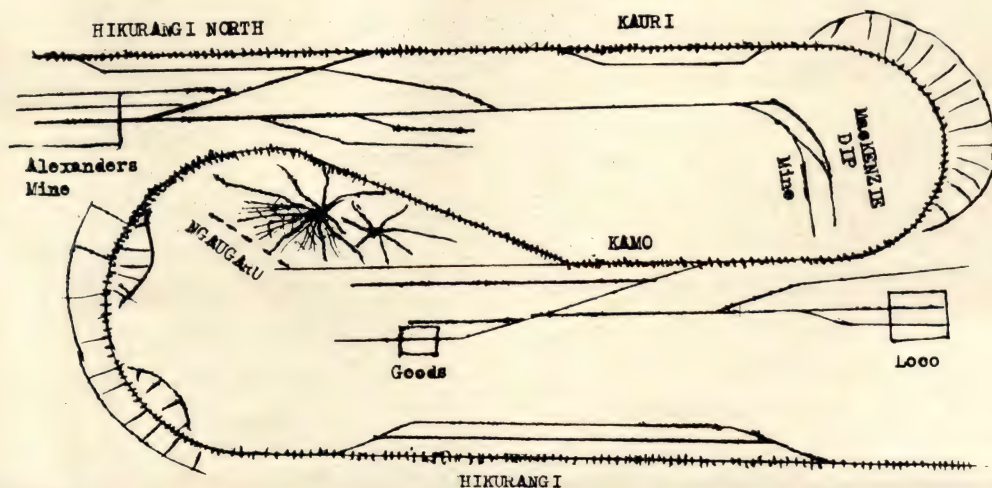
The scene has been an endeavour to capture mid-spring with frequent showers, and after a northern winter it is obvious that the gangers from Way and Works are having their problems with copious amounts of storm water.

All passenger traffic is by mixed trains, but, inline with expected population growth, express coach trains are planned. The railway passes through some of the most interesting scenery in the North, with great variety to attract the expected passengers. There are 1 in 35 grades and tight curves with deep cuttings. Small tank engines only are in use, the largest being a N.Z.R. Wf. The present loco stud consists of Hikurangi Fa 244, Kamo C 193, Wf 391, Wb 294, D240, Hikurangi North and MacKenzie Dip C 194. Passenger stock

consists of 1 bogie coach built up from two D car bodies. The first coach on the line, D 17, was wrecked in a mishap on Hikurangi Bank, when, after derailling, it slid down a steep gully. It was recovered and the body reassembled for use by the gangers at Kamo for accommodation, etc. Other rolling stock consists of two wooden L wagons, one steel L, two Ws, one K and two four wheel Fvans. Further stock is borrowed from fellow 9 mm modellers.

Hikurangi Station is not yet complete, although the main line runs into the station. The yard has not been laid, and there are no turnouts as yet to provide run around facilities. This presents obvious problems, but work in this area should be completed in the near future. Most of the track is code 125 rail soldered to circuit board sleepers. Later sections have been laid with Rivarossi track to speed progress.

The management wishes to record their thanks to all members of the 9 mm group for their kind assistance, both advisory and constructive, in bringing about the establishment of this line. Without their kelp, the Hikurangi Railway would never have existed.



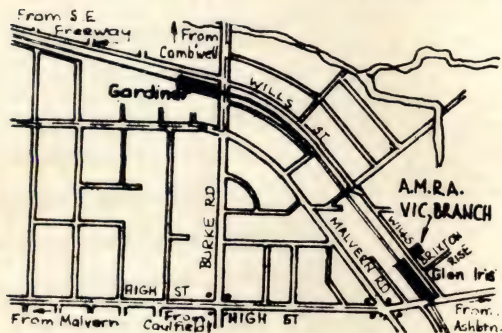
HIKURANGI 9 mm Railway

Not to Scale.

BRANCH NOTES

VICTORIAN

BRANCH NOTES



General meetings are held on the second Thursday each month commencing at 8 p.m. at the clubrooms, 92 Wills Street, Glen Iris. The clubrooms are open from 7.30 p.m. on these nights for operation of your H.O. or N gauge trains on the club layouts. Working Bees with some operation on the layout are held each Wednesday night with the exception of the Wednesday night before the general meeting.

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Our exhibition held at Camberwell Civic Centre over the weekend 10th-13th March was successful although the inclement weather on Saturday kept attendances below last year. The certificate for the best layout was shared between the American freelance layout of W Wilson and W Bates, and the Victorian, Great Northern Model Railway, of W Hoare and

friends. Both layouts were in H.O. scale, and included realistic scenery and operations.

The Vic. Branch open modelling competition was won by G Duncan's factory complex which was considered by the judges to be superior to the scratch built locomotives which won their own class certificates.

The Agenda for the next three months will be finalised by the incoming committee following the election on 8th June, but meetings will be held on 11th July, 8th August and 12th September.

John Harry
Hon. Secretary

QUEENSLAND BRANCH NOTES

Regular meetings have been taking place at the various homes of members. The Annual General Meeting was held on 25th May, 1978, at Jimboomba. After the election of the Office Bearers for the next twelve months, an ordinary meeting was held. The election saw the choosing of the following:

President	J McDicken
Vice President	A Robinson
Secretary	J Christie
Treasurer	A Hayes
Branch Reporter	R Walters
Country Liaison	J Bilby
'Green Board'	

Editor K Edge-Williams

Congratulations to those elected.

As the news is hard to spread from Branch to Branch, some of our activities have passed un-noticed in other States. This Branch's biggest success this year was the Model Railway Exhibition held in April/May. The success of the

show was due to the great team effort and support from other Organisations. Particular thanks to Brisbane Television BTQ 7 for good coverage and follow up.

The Branch has decided to hold another Exhibition next year, and as there were some who came from Sydney, anyone interested in attending to see or display, should contact the Secretary, PO Box 139, Sunnybank, Qld., 4109, for details.

At the meetings in the Brisbane area, the members have decided to try a standardisation exercise, and are building some controllers to a pattern. Following the electronic genius of Mr C Wall, and the mechanical advantage of Mr J McDicken, 20 controllers are being made. Enquiries should be directed to the Secretary (address above) as costing has not yet been done. An approximate price of \$10 to \$15 each has been assessed, not including the transformer.

During the Exhibition, a new layout was started, and this will be used as our mobile display when our larger one will not fit into a show.

The Branch seems to have a knack of organising a good, fine day, for the annual Clinic and Market Day in November. This will be held after the next Brisbane Hobby Show (of one weeks duration) in mid November.

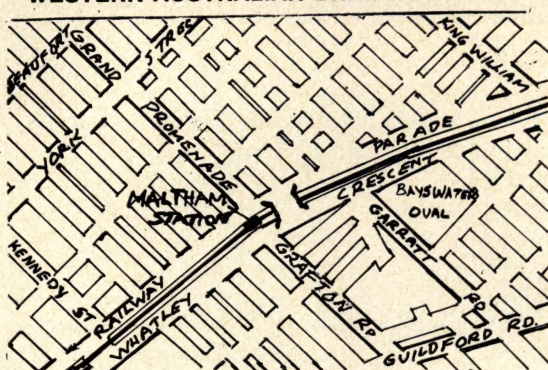
The Branch will continue meeting on the last Thursday of each month, and hold regular modelling nights on the second Thursday.

This is my first attempt at this Branch reporting and I hope that I have not missed too many important items. The reports from the pen of Mr Neil Johnman are a hard act to follow.

The Queensland Branch has welcomed many interstate visitors and extend an invitation to those who can come to our State and have a look at the new Electrification program and the cross river rail link. These are due to be opened soon.

R J Walters
Branch Reporter

WESTERN AUSTRALIAN BRANCH NOTES



The Branch meets at Meltham Station, on the first Monday of each month, at 8.00 p.m., and at other times as indicated on your Program in the 'Branch Line'. Visitors and prospective members of A.M.R.A. are always welcome at any of our meetings. For further information, contact the Secretary, Mr Craig Hartmann, PO Box 60, Maylands 6051, WA.

At the Annual General Meeting last May, the following officers were elected:

President	Ted Thoday
Vice President	Tony Gray
Secretary	Craig Hartmann
Treasurer	Ian Randall
Committee Men	Jack Eagles
	Simon Mead
	Stan Andrews
Branch Reporter	Graham Watson

Planning is well under way for the 1978 Model Railway Exhibition under the Chairmanship of Tony Gray. It will be held on the long weekend of 7, 8 and 9 October at the Subiaco City Hall. We will need your help to make this Exhibition a success, so please make some time available - it is very pleasant work indeed.

To illustrate what goes on at the Branch, I have included some photographs in these notes, showing the various facets of the Branch's activities, in essence, showing what being a member of A.M.R.A. is all about.

It is with some trepidation I publish a photo of the building (photo No 1), as the last time I did so, by pure coincidence, the Railways terminated our lease shortly there afterwards. Within these buildings are carried on, the Branch's activities, of modellers building layouts, displaying their models, using the library, chatting, and, of course, drinking tea - all adding up to the number one reason for A.M.R.A.'s existence - fellowship

The next photo (No 2) shows members working on the new HO/00 layout, in its early stages, clearly showing the L girder construction. Brian Hodges, WA Branch of A.M.R.A. - Journal Notes P2 points out the correct way to do it to Mike Selly while Simon Mead and Ian Randall (kneeling) look on.

Another popular facet of the Branch's operations is the bringing in and displaying one's models at the 'Bring and Show' nights.

This photo (No 3) shows the coffee table N gauge layout constructed by Craig Hartmann for his wife Laura.

The final photograph (No 4) really sums up what being a member of A.M.R.A. WA Branch is all about. A group of members are sitting in the meeting room discussing model railways, while Trevor Kerr thumbs through a magazine from the library and in the background Peter Grant prepares the tea. Behind Trevor can be seen the notice board covered with items of interest to the members, while through the doorway can be seen the outline of the Branch's N gauge layout.

THE 1978 MODEL RAILWAY EXHIBITION

On behalf of the Exhibition Committee, I am happy to announce that the 1978 Model Railway Exhibition will be held at the Subiaco City Hall over the long weekend of 7th, 8th and 9th October, which is just five months away.

Preliminary planning is well under way, and further details will be in the next Branch Line, but for the Exhibition to be a success we will need your participation, so please start planning NOW to have time to spend at the Exhibition during that weekend.

We are looking for private layouts to be entered, so if you think you have a suitable layout, either built or under construction, please let the Committee know.

Don't forget the Club layout is now under construction, and it is hoped to have it finished for the Exhibition, so your help is needed.

Sat	23rd Sept	Exhibition preparation
Wed	27th Sept	Exhibition preparation
Mon	2nd Oct	Exhibition briefing
Sat	7th Oct)	Model Railway Exhibition
Sun	8th Oct)	to be held at the
Mon	9th Oct)	Subiaco City Centre
Wed	11th Oct	Straighten up club rooms
Mon	16th Oct	Exhibition post mortem
Sat	21st Oct	General Club activities
Wed	25th Oct	General Club activities
Mon	30th Oct	General Club activities

All meetings are held in the Club-rooms upon Meltham Station. Times are -
 Monday and Wednesday 8.00 p.m.
 Saturday 2.00 p.m.



FOR READER'S LETTERS

The Editor
 A.M.R.A. Journal
 Dear Rex

One of the most discussed issues within A.M.R.A., would be the Journal, its good points, its shortcomings, how

it could be improved, why we should cease to publish it, why it should be larger, the lack of variety of the contents, how to get each issue out on time, etc, etc. Far be it for me to

claim that the Journal being presented to our members in its present form, is without its faults. However, having read the articles in the last issue, outlining the work involved in producing each issue, perhaps members will now realise some of the difficulties involved when an amateur organisation becomes involved in producing a magazine of the type and quality of Journal.

I am sure that most of its shortcomings, real or imaginary, could be overcome - PROVIDING THAT THE EDITOR HAD AN ABUNDANCE OF COPY ON HAND AT ALL TIMES. Once the Editor had an accumulation of copy, including articles of all kinds (layout descriptions, constructional articles of all kinds, and in all gauges), prototype subjects, fillers of all kinds, photos depicting all aspects of the hobby and prototype railways, he could -

- 1 Ensure that the contents of each issued had a good balance.
- 2 Plan each issue in advance, preferably at least one issue in advance, and so keep a continual balance of contents from issue to issue.
- 3 Set a publication date, two months in advance, and be able to keep by it.

By setting an advance publication date and being able to keep to it, the Editor would open up the way for all other people involved in the preparation and production of Journal to work to an orderly plan. It would enable -

- a State Branch Reporters to get their reports to the Editor in time for publication, and thus have them included in Journal on a regular basis.
- b The Advertising Manager could get definite date lines for advertising copy, with the knowledge that such date lines would be met. This in turn, would enable our commercial advertisers to organise their copy well in advance, something all advertisers like to be able to do. (After all, if advertisers support us, we should be able to set pub-

lishing dates and keep to them.)

- c The Publisher could work to a definite timetable, and still have adequate time at his disposal to make any alterations to the Journal layout thought to be necessary. Such things as the addition of footnotes, corrections of typing errors, make better use of space by transferring small portions of copy to more suitable pages, or any other alterations entailing typing, which, under the present tight date lines are not possible without further delays to publishing dates.
- d By setting definite dates for the printers, it would enable them to keep printing times to a pre-arranged schedule.
- e Allow the Federal Registrar to prepare up to date membership lists for the Postal Officer at set times, instead of having to compile lists at short notice.
- f The Postal Officer would be able to prepare his envelopes in advance in an organised manner.

I know it all sounds great, but the real question to be solved is HOW TO PROVIDE THE EDITOR WITH PLENTY OF COPY AND PHOTOGRAPHS?

With a membership of over 800, it seems incredible that it should even be necessary to pose the question. As a matter of simple arithmetic, with a membership of 800, if every member submitted just one piece of copy, filler, or photograph, every four years (on an average), this would produce 200 items each year. With 6 issues of Journal each year, this would amount to over 30 items being available for each issue, more than enough to produce and maintain an adequate supply of copy for the Editor.

Surely one contribution every four years would not be too much to ask each member? Perhaps one of our members can come up with a practical answer.

Why not try your hand at writing a letter for Pop Valve, agreeing or disagreeing with this letter? That would be a beginning which could lead on to

something a little more ambitious. At least even a short letter to the Editor would help to fill up a small corner of those empty pages. So, who is going to be amongst that first 200 contributors?

Maurie McKinnon

PS I've just had a horrible thought. The next issue of Journal might contain 200 letters to Pop Valve, and nothing else! Then the Editor would really be in trouble.

M McK

"Honor Roll"

HONORARY LIFE MEMBERS.

Tim Dunlop	Cedric Rolfe
Margaret Dunlop	Faith Dean
Alan Wilson	Ernie Dean
Rick Richardson	Norm Read
Arthur Harrold	Rex Little
Jack Treseder	Maurie McKinnon

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